A WEEKLY NEWSPAPER .... Devoted to Politics, the Markets, Foreign and Domestic News, Literature, Agriculture, and General Information ... TWO DOLLARS IN ADVANCE.

WILLIAM J. YATES, Editor and Proprietor.

FAYETTEVILLE, N. C., SATURDAY, MARCH 3, 1855.

VOLUME XVI-NO. 825.

## TERMS

OF SUBSCRIPTION TO THE CAROLINIAN. For a single copy, if paid in advance, per annum, \$2 00 at the end of 3 months, 2 50 " at the end of 6 months, 3 00 " at the end of the year, 3 50 No subscription will be received for a shorter period

than one year unless paid in advance. With the view of extending the circulation and enhancing the usefulness of the paper, the proprietor offers the following remarkably low

CLUB RATES, INVARIABLY IN ADVANCE: 5 copies of the Carolinian, 1 year, \$8 00 10 " " " " 15 00

Letters on business must be addressed to the undersigned, and must be post paid. Rates of Advertising:

Sixty cents' per square of 16 lines for the first and thirty cents for each subsequent insertion, unless the advertisement is published for more than two months, when it will be charged

For three months, - - - - \$4 00 For six months, - - - - 6 00 For twelve months, - - - - 10 00 20 All advertisements must be handed in by Friday 10 o'clock, a. m., to ensure their insertion in the next

day's paper, and should have the desired number of insertions marked on them, ortherwise they will be inserted till forbid and charged accordingly. WM. J. YATES.

MARBLE FACTORY,

BY GEO. LAUDER.

Nearly opposite to E. W. Willkings' Auction Store, Fayetteville, N. C. Oct. 1, 1853. NOTICE.

We have bought the Wagon Shop lately owned by Thos. C. Fuller, at the corner of Franklin and Max-well streets, and are now PREPARED TO EXECUTE TIMBER WAGONS, ROAD WAGONS

of all sizes, Carts, Drays, Wheel Barrows, and in short, ANY AND EVERYTHING which lies within the sphere of the WHEEL-WRIGHT

BLACKSMITHING BUSINESS. We will use only the BEST MATERIALS which can be procured, and will guarantee our work to com-pare favorably with that done at any establishment in the Southern Country.

Repairs done neatly, promptly, and with dispatch.
HORSE-SHOEING shall receive at our establishment prompt attention, and in this, as well as every other department of our business, we will give satisfaction.

HOLLAND, WEISIGER & CO.

28 I cheerfully recommend Messrs. Holland Weisiger & Co. to the public generally and my former patrons. They are practical Mechanics,-masters of their trade, and will please those who may favor them THOS. C. FULLER.

NEW FALL AND WINTER GOODS. Opposite the Cape Fear Bank.

JONES & LETT Have now in Store a large and handsome Stock of

FALL & WINTER GOODS. Selected during the past month, by one of the firm, in the New York Market, comprising a large Stock of Staple and Fancy DRY GOODS, Boots, Shoes and Umbrellas,

Together with a large assortment of fine FAMILY GROCERIES. Confectioneries, &c., all of which they are prepared to offer to their customers, and all those wishing to purchase select goods, at the lowest market prices. 23 Produce taken in exchange for goods.

REUBEN JONES.] [J. W. LETT.

Sept. 16, 1854. y-pd

A. M. Campbell, AUCTIONEER & COMMISSION MERCHANT,

East side of Gillespie street, FAVETTEVILLE, N. C.

PEARCE & FERGUSON. Wholesale dealers in Foreign and Domestic

DRY GOODS. ps, Boots, Shoes, Umbrellas, and READY-MADE CLOTHING. North side Hay street, FAYETTEVILLE, N. C. Strict attention paid to orders.

B. F. PEARCE. J. B. FERGUSON. July 15, 1854

DISSOLUTION. The firm of G. W. I. GOLDSTON & CO. is this day dissolved by mutual consent. G. W. I. GOLDSTON.

R. W. GOLDSTON. Nov. 17th, 1854. THE SUBSCRIBER having purchased the interest of R. W. Goldston in the late firm of G. W. I. Goldston & Co., will still continue to carry on the

Grocery and Hardware Business at the old stand. He invites all his friends to call on eral assortment of him when they come to market, and he will try to BLUE and PINK PRINTED, make himself useful.

G. W. I. GOLDSTON. Nov. 17th, 1854.

GENERAL GROCERY STORE IN THE WAGON YARD BUILDINGS.

The subscribers respectfully inform their friends and the public generally, that they have opened a Store two doors above the Post Office, where they intend keeping a good and general assortment of

Groceries, Provisions, &c. They request a share of public patronage. CHARLES HARMSEN & CO. January 6.

## BLACKSMITH

AND WHEELWRIGHT SHOP The Subscriber has commenced the SMITHING BUSINESS on Hillsborough street, within fifty yards of the Dobbin House, where all kinds of Smith Work

Particular attention will be given to Horse Shoeing. He will also attend to putting up Lightning Con-J. C. LALLY has taken the adjoining Shop,

where he is prepared to put up Waggons, Carts, Drays, Repairing done at the shortest notice.

A. E. GIERSH. Jan'y, 13, 1855. 3m-pd

SELLING OUT AT COST.

Wishing to change my business, I will sell my entire DRY GOODS AT COST.

Persons wishing to buy bargains will do well to call and purchase cheap for cash. I would sell out my whole stock of Dry Goods and Groceries, at cost, if any person wants to purchase for the purpose of going into the business. R. D. DAVIS.

All persons indebted to me by Note or Account are respectfully requested to call and settle immediately, as longer indulgence will not be given. February 9th, R. D. DAVIS.

FURNISH SEE SEEL LEES

## FALL STOCK, 1854.

STARR & WILLIAMS Have now in Store a LARGE STOCK OF DRY GOODS, Hats, Cars, Boots, Shoes, Silk and Straw Bonnets, Umbrellas, and Ready-made

Clothing, Which will be sold to WHOLESALE BUYERS, exclusively. The attention of Merchants is particularly invited to this Stock. Orders solicited and satisfaction guar-

J. B. STARR. J. M. WILLIAMS.

Aug. 16, 1854. 807-tf

FALL AND WINTER GOODS Our Fall and Winter Stock of DRY GOODS.

HARDWARE, BOOTS, SHOES, HATS, CAPS,

Bonnets, and READY-MADE CLOTHING, Is now in Store and ready for inspection, embracing by far the largest and most extensive assortment we have ever offered to the trade, and is well worthy the examination of every Merchant visiting this place. Particular attention paid to orders.
HALL & SACKETT.

August 19, 1854

FALL, 1854. NEW FIRM AND NEW GOODS.

PEARCE & FERGUSON Are now receiving their Fall and Winter Stock of DRY GOODS. Hats, Caps, Bonnets, Umbrellas, Parasols,

Boots, and Shoes, &c. &c. With an extensive assortment of Ready-made Clothing. All of which they offer to purchasers at low prices and upon accommodating terms. From long experience, and by strict attention to

business, they hope to merit a share of public patronage.

B. F. PEARCE. J. B. FERGUSON. Fayetteville, Aug. 17, 1854. 807-tf

SHEMWELL & McDONALD, (Successors to P. Shemwell,) DEALERS IN STAPLE AND FANCY DRY GOODS, BOOTS AND SHOES, HATS AND CAPS,

Also a general assortment of Straw & Silk BONNETS. In addition to our stock now on hand, which is very good, we will in a few days receive a new supply of SEASONABLE GOODS.

Which we will sell low for cash or on reasonable time to punctual customers. W. B. SHEMWELL. A. N. McDONALD.

East side Green Street. Fayetteville, Sept 23, 1854. y JAMES KYLE

Is now receiving his Fall Supply of DRY GOODS, Boots and Shoes, Hats, Caps, Umbrellas, &c.

Among which are. French and English Merinos, very cheap, Muslin deLains and Alpaccas. Brocade, plaid and plain Silks, Muslin and Bobinet, Sleeves and Collars. Merino and other Shawls, long and square, Calico and Ginghams.
Silk and Cotton Handkerchiefs, Best made Bolting Cloths, A large stock of READY-MADE CLOTHING,

With many other Goods, all of which being purchased by the package at the late reduced prices, will be offered wholesale or retail at very low prices. September 15, 1854.

FALL AND WINTER GOODS.

J. & T. WADDILL. HAY STREET.

Are now receiving their Fall and Winter GOODS. consisting of a large and well selected stock of GROCERIES HATS and CAPS. Boots and Shoes, Hardware, Cutlery, Saddlery and Leather, Blacksmith & Tur-Heavy articles in the Drug line, Ready-made Clothing, pentine Tools. Agricultural Imple-

ments, and staple Dry Goods. This Stock we are prepared to job or retail. Fayetteville, Oct. 24, 1854.

We ask the Planters and Turpentine men to examine our Kerseys, Negro Blankets, Hats and Shoes.

## Earthen Ware. I have now in Store (received within two weeks

past) the LARGEST STOCK of EARTHEN WARE ever offered in this Market, comprising a gen-

WHITE GRANITE, BLUE EDGED, PAINTED, and

Dinner, Tea, and Toilet Ware. These Goods were imported to my own order,

I have as usual, a good supply of CHINA and GLASSWARE. ORDERS will be carefully filled at the lowest prices.

W. N. TILLINGHAST. 23-tf Dec. 9, 1854. GROCERIES.

on hand, a well selected stock of FAMILY GROCERIES.

For sale cheap at wholesale and retail. WEBB & BROTHER.

January 20th GEO. W. WILLIAMS & CO., WHOLESALE GROCERS AND COMMISSION MERCHANTS, Just received a large assortment of GOODS in their

line, for sale on favorable terms. July 26, 1854. CAPE FEAR LANDS FOR SALE. We offer for sale that Valuable Plantation, known as the "ASHE PLACE." seven miles above Fayette-

ville, on the Cape Fear River, recently the property of Col. Nathan King, containing SEVEN HUNDRED ACRES.—every acre of which is Cape Fear Bottoms, and susceptible of the highest state of cultivation. This Land requires no puffing as it is known to be the best farming lands on Cape Fear River. Terms will be made satisfactory if the right sort of a purchser is T. S. LUTTERLOH. J. & T. WADDILL.

STOCKHOLDERS' MEETING. PAYETTEVILLE AND CENTRE PLANK

ROAD COMPANY. meeting of the Stockholders of this Compa will be held on FRIDAY, the 30th day of MARCH, at the Town Hall, in Fayetteville, for the purpose of accepting or rejecting the amended Charter offered by the late Legislature.

A full attendance of the Stockholders, either in person or by reversity decised.

son or by proxy, is desired. JAS. G. COOK, Pres't F. & C. Plank Road Co.

NECRO CIRL FOR SALE.

I wish to dispose of a girl about fifteen years old. healthy, active, and used to house work. My reason for selling her is that she may not be removed from Fayetteville. She will therefore be sold only to some one in or near the town. Terms reasonable. R. K. BRYAN.

A young man, well acquainted with Book-keeping as well as foreign languages, who writes a very good hand, and is correct in figures, wishes to get a situation in one of the mercantile houses of this place. Applicants will please direct their letters to P. O. box 142. Fayetteville, Feb 24th.

NOTICE.

Persons having Numbers of the Reports of the pro ceedings of the Grand Lodge of North Carolina A. Y. Masons, will please leave them with A. M. Campbel for the benefit of HIST. COM.

The subscriber having sold out his stock of goods, requests all persons indebted to him by note or ac-count to come forward and pay up, as it is necessary that his business should be settled. He can be found

that his business should be seen, at his old stand on Person street.

CHAS. D. NIXON. Feb. 24, 1855.

FOR RENT OR FOR SALE. MY BRICK YARD in Campbellton is for Rent with Machinery. Sheds, &c., in good order; it is offer ed on fair terms for one year. Or will be sold if a satisfactory offer can be had There is Ten Acres in the lot and better clay canno

A fine opportunity is now offered to any person wishing to go into the Brick Making Business. Liberal terms will be offered. For further particulars apply to G. W. LAWRENCE.

BENJAMIN R. HUSKE, Attorney at Law.

be found within ten miles of Fayetteville.

Walter A. Huske, on Bow Street. Feb. 14, 1855. TURPENTINE MEN! ATTENTION!

On Tuesday of March Court I will sell to the highest bidder SIX NEW, WELL-MADE, and heavily ironed WAGONS of different sizes, all with iron

These Wagons were manufactured in this place under my direct supervision, and I know them to be

THO. C. FULLER. February 24th.

VALUABLE LANDS FOR SALE. The subscriber offers for sale his LAND and RESI-DENCE 21 miles south of Fayetteville. There are 228 acres in the survey, of which 134 acres are Pine Land, well timbered. The balance, 94 acres, is excellent swamp, about one-fourth of which is cleared and ditch-Also, another tract adjoining the above, extending from the sand hills east to the Cape Fear River, containing 173 acres, partly swamp and river lands. On the first named tract there is a saw and grist Mill in perfect order, on a stream which is never affected by drought. Terms of sale accommodating. WM. S. MALLETT.

2t

February 22d.

Feb'y 24.

NOTICE. The subscriber offers for sale 100 Acres of LAND in Robeson county, on the road leading from Lumberton to Bennettsville, S. C., 18 miles from the former place and less than one mile from Alfordsville P. O. There is on it a neat and comfortable DWELLING with Kitchen and other out-houses-all new. Persons wishing to purchase would do well to call.

N. McDONALD. February 20th. 34-2t WANTED,

At the Beaver Creek Factory, a man competent to take charge of a Store. One with a small family pre-ferred. Also, one to take charge of a Saw and Grist Good recommendations will be required. Apply to JOHN H. HALL, Pres't B. C. Co.

> WARREN PRIOR. WATCH MAKER & JEWELER, Has just received a large addi-Watches and Jewelry, which he offers for sale on favora

ble terms.

Also, a large lot of CLOCKS. 31-4t HOUSES AND LOTS FOR SALE.

Will be offered for sale on Wednesday the 7th of March, if not privately disposed of, two houses and lots, conveniently situated to the centre of the Town. Also, 3-7 of an undivided tract of 7 acres including the CREAM COLORED mouth of the creek on tha Cape Fear River, two lots in lower Fayetteville. Also, for rent from 20 to 30 thousand turpentine boxes, one and two years old, a part within 4, none exceeding one 4 miles from Cape Fear River, convenient to the Northern Plank Road, and EXPRESSLY TO SUIT the Fayetteville WHOLESALE two Distilleries on the same. And if not otherwise engaged, will have for hire at private hiring during that week several first rate hands, consisting of men, women boys and girls. Persons desirous of further information will please call on the subscriber.

DUNCAN McNEILL. 33-tds Feb. 17, 1855. NOTICE.

The subscribers having dissolved their Copartner-ship in their Carver Creek Saw Mill on the 1st of March The subscribers have now and will constantly keep 1853, request all persons having claims against them previous to that date to present them for settlement. DUNCAN McNEILL, J. H. McNEILL.

Feb'y 17, 1855. NOTICE. Persons indebted to the subscribers by accoun must positively pay up. Longer indulgence cannot

TURPENTINE LANDS. We will sell 1000 ACRES of Pine Land, 17 miles West of Fayetteville, on the Centre Plank Road. This Land is well Timbered, and not a pine has been cut or boxed. The price is below the usual figure for such lands, and terms accommodating.

J. & T. WADDILL.

Fayetteville, Feb. 6, 1855. NOTICE.

All persons indebted to W. F. MOORE, either by note or account, will confer a favor by settling at once, as longer indulgence cannot be given. ALSO.
All persons indebted to W. F. & E. F. MOORE

are requested to settle, as they are auxious to have all their accounts closed by cash or otherwise. Jan. 20, 1855. 28 tf

SPEECH OF COL. M. J. McDUFFIE, it for a third less than is asked for the other a county, the first in territory, the third in OF CUMBERLAND,

On internal improvements, delivered in the Heuse

pass without a full exposition of the position Beaufort. You deposit coal in three places inwhich I occupy, I feel that I would not only be doing injustice to myself and constituents, but to the democratic party. If I mistake not to those of any other portion of the State. You pile of rnin. corporated in, and become parts both of the have been destined to be your commercial de- duced me to prefer this to any other line of the Eastern and Western extensions were inwhig and democratic platforms. I therefore pots, whose past histories point to their present road in the State. It is not only the most came here pledged to support them. I shall greatness and show with what fortitude they central through the State, but it communicates vote for the Eastern extension, because it terminates at one of the best harbors on the Atlantic coast, and the very best south of Nor-folk. I shall vote for it, because it sustains other town in North Carolina. Besides, sir, it great Pacific road is built, which I believe has such a relation to schemes of improvement already in progress of completion as to render it the State. We have a Lowell in North Caro- find ourselves in direct communication with the absolutely indispensable to the ultimate success of North Carolina enterprise.

But, sir, its extension from Goldsboro' is by no means a highly favored project with me, and were I to vote for it in its present condition, ly spinning and weaving for Northern markets; become one of the greatest cities in the world. clogged as it is with so many objectionable and all we ask for now is to give us an outlet All this might seem visionary, and in fact I features, I feel confident that I would abuse to the west so we may be able to spin and would be loath to believe it myself, were it not the trust reposed in me by those whom I repre-

ble importance in itself; but never can increase May be found at the Office formerly occupied by and Weldon Road subserves the very same which have been built, not one has been conof enterprising Wilmington much of the rich

> The design of former legislation seems to us. This would be very commendable and indeed a very proper view to take of the subject if we have despaired of the building up of which implores you to consider her claims and fore presents greater inducements to the shipp-North Carolina. But, sir, we still boast of our mineral and agricultural wealth, of our bold and gigantic rivers, of one of the best harbors of this people have never refused to sustain convenience. This statement which I hold in South; in fact, of all the advantages of our cetraragant schemes of internal improvement for my hand, furnished by a gentleman remarkable convenience. sister States. And why, I ask, do we not seize the opportunity now and consummate the glory of our good old State! Other States of which I hope may ever characterise them. They enjoy over those of small. He compares two less importance have their ships plying to almost every port, their canvass whitening almost that too by their own liberality, that if it were then, both embarking from and destined to the every sea, their commercial importance acknowledged both at home and abroad; and how it would thrill the very soul of a North Carolinian to see in some distant port a beautiful and boro', Greensborough, Lexington, Salisbury, buoyant vessel inscribed upon her hull, NORTH

and abundant produce of South Carolina.

CAROLINA! Now, sir, if it is the intention of this Legislature to carry out all the projects asked for at ville, with all its advantages as an interior the present session, I have no objection to this market, has never been able to obtain but extension from Goldsboro'; but if, on the other \$120,000, which is invested in her plank road hand, it is the intention to carry out the East- extending to Salem, the best paying stock in ern and Western extensions only, as I have the State, all of the benefits of which will soon heard reiterated over and over in this Hall, be lost forever by the intersection of the North then I shall support this eastern extension Carolina Railroad. Where now, I would ask, from no other point than Warsaw in the coun- shall we look for relief? If we look for the ty of Duplin. And, sir, my reasons must very rich trade of the Northwestern Counties, which readily suggest themselves to every one who formerly flooded our streets, we find that it is has given the subject the slightest consideration. diverted to some Virginia market. If we look In the first place it was doubtless the intention of the original projectors of the North Carolina Wayne—that too is gone to Wilmington or Railroad to complete it between the termini some other market. And soon, yes, too soon, before the State would enter largely into other I am sorry to say, that valuable trade, which schemes. This road being yet an untried ex- we now get from Robeson, Richmond and Blaperiment, it would be prudent, to say the least, den-that, and that alone, I may say, which to wait and see if the necessity of its prolonga- infuses life and supports vitality in our quasition from Goldsboro' would arise. If such an sickly existence—will be intercepted and carried amount of produce is brought to this point as from us by the Wilmington and Charlotte to create the necessity of extending it to Beau-Railroad. This road, though eminently a State fort, it will force itself in that direction-it improvement, and one calculated to benefit a if such a quantity only accumulates at that internal improvements, will nevertheless inflict point as can readily find its exit through Wil- an injury upon Fayetteville and its interests, mington and other ports, as I verily believe which time cannot repair, unless you give us an will be the case, then there is no necessity for this extension, and by no idealism or convention.

The Cape Fear and Deep River Improvement

patronage of the country. er and greater extent of country, and construct and villages in this quarter of the State. And instead of shipping it to New York first, and

Finter, in 1809

furnish relief to those towns which are and ever | But reasons of a national character have inlina, shut up as it were in Cimmerian darkness, Pacific ocean. And as Beaufort and San Franof whose operations we are ignorant for want cisco are on the same parallel from ocean toof means to communicate with each other. Fay- ocean, Beaufort will not only be one of the etteville, as paradoxical as it may seem, is dai- termini of one of the greatest roads, but will weave for North Carolina. We ask our worthy derived from the conclusions of some of our and enterprising friends of the west to shake profoundest statesmen. It is a matter of his-It is very clear to my mind that all roads hands with us, to sacrifice upon the altar of tory that the insurgents are now essaying to should be so located and directed as to advance either the commercial, agricultural or mechanical prosperity of the State—that there should tion of the State. We have in Fayetteville ply directly between China and San Francisco, cal prosperity of the State—that there should be such a mutual dependence, one upon the other, in this general system of improvement as to harmonize and blend the various lucrative pursuits of the State. In reference to these matters, on the contrary, we have been extremely unfortunate. The so-called Central or North Carolina Road is one of no inconsiderable importance in itself; but never can increase the commercial prosperity of the State. Its cotton fabrics, at a cost of about \$600,000 per and the Indias will pa s from world to world on the commercial prosperity of the State. Its connection with the Columbia Road will be the means of a constant and steady drain of produce from North to South Carolina; while its eastern terminus will most generally be a feeder to some one of the Virginia markets. The Raleigh and Gaston Road depletes our State of its most valuable naval stores—bearing off the richest of our productions to foreign mark. of its most valuable naval stores—bearing off the richest of our productions to foreign markets, while the northern end of the Wilmington and Weldon Road subserves the very same ber, staves and other naval stores. The freights purposes. So our whole system of improvement, as it has been located, is detrimental to in 1850, \$100,650,84. With this immensity of frontier and almost ready relief afforded in a our commercial prosperity and may eventually subject us to great inconvenience in the projection of future enterprises. Out of all the Roads sary to carry on the trade of the place.

plank roads the town of Fayetteville would al- poses the smaller to carry 2000 barrels at 50 most be inaccssible The city of Ralegh, Hills- cents each \$1,000, and expenses as follows : and Charlotte, towns which can never become great commercial marts, have received their millions from the public treasury; but Fayette-

the State or individuals. The country through | which the State is already deeply involved, and which it is designed to pass is not sufficiently should doubtless give additional aid in order to productive either of agriculture or naval stores complete it. But, Sir, that work has damaged to furnish a constant supply for its operations; the citizens of Cumberland more, I imagine, when we could just as easily do it ourselves, and if it was, the Neuse River is in such close than it will be possible for it to repay. Perproximity to the proposed route, and water sons, who have not formerly had the advantages transportation being much the cheaper, I im- of the river will not be able to realise it, but agine the Road would share but little of the those who have been accustomed to floating their timber and other naval stores to Wilming-I would advocate its extension from Warsaw, ton, can readily appreciate the idea I wish to n the next place, because it is there brought convey. Ever since the commencement of that in connection with a line of road communica- work so great have been the obstacles to transting with the richest and most inexhaustable portation from its unfinished condition, that treasure of the State, and running through a few have been able to avail themselves of their section of country literally starving for the former privileges. Neither can this improvewant of works of internal improvement. There ment be of any advantage to Fayetteville, inasis a bill now pending before this House to con- much as the naval stores which it would afford struct a road from Fayetteville to Beaufort via must necessarily find their outlet at Wilmington lars worth of Merchandise we buy in New York. Warsaw, a distance of one hundred and twenty —it would be inexpedient to stop them in But say this is too much, that the figures are miles, which absolutely proposes to build the transitu, in order to reship at Fayetteville. So, too large, yet at the most moderate calculation road between those points for two hundred and sir, when gentlemen set this work down to our which I can make, it will amount to at least fifty thousand dollars less than is asked to account and point to it as something they have build the road from Goldsboro' to Beaufort, a done for our section of country, I wish to redistance of ninety-five miles. There is a bill in bake them-to tell them that they have done us see of what incalculable benefit it would be the other end of this capitol proposing a road this for Wilmington, for Moore and Chatham to us, to import direct to some one of our own from Fayetteville to Greensboro' via the coal Counties, for North Carolina. Even the trade ports. According to our best advices, at any fields, which, connected with the Fayetteville which we used to get from the upper part of our rate according to the best information I have and Beaufort, makes in all a distance of two own county will, by means of this improvement, been able to get on the subject, we import into

is asked from Goldsboro' to Beaufort. By ex- Sir, this is the relation which we sustain to fourth, we would therefore save one fourth of tending the road, therefore, from Warsaw, you works of internal improvement now surrounding \$50,000,000, that is \$12,500,000. That is, if accommodate more interests, run through a richus—this the relation we sustain to cities, towns we were to ship this direct to North Carolina

But, sir, besides all this, by the construction the tax of the whole State, thus to be neglected. of Commons January 22nd, pending the dis- of this line of road, you invite that rich and thus to be cut off from the rest of the worldcussion upon the Eastern extension of the N C. very desirable trade which is now locked within thus to be commercially damned, is a spectacle the mountains of the west to three markets in- for you to contemplate, for me to realize. Re-MR SPEAKER: Were I to let this subject stead of one-Fayetteville, Wilmington and fuse us our Railroad, and our town, the ancient stead of one, and satisfy a section of country lina, will arrest the attention of the traveller as and class of people whose wants are paramount a spot once beautiful and prosperous, now a

only eight hundred and thirty thousand. And this session of the Legislature, I think it bestructed with a view to bringing produce to us, save the Wilmington and Manchester, which I sister town Wilmington affords us, our operations would measurably cease for want of banking accommodations. This matter of statistics and in some cases more. How, therefore, shall which I have here set forth, is made without we compensate them? How shall we better reference to the valuation of our land, town their condition as a mass, or enable them to property, slave population, agricultural pro- meet the exigency? In the first place we must have been to carry off, not to bring produce to ducts, bank stocks, or mercantile capital neces- contrive the best possible means for transporting ary to carry on the trade of the place. or shipping their produce. Beaufort, I believe, is the Speaker, is the section of country is the best harbor in North Carolina, and thererelieve her necessities. Turn to your record, ing interests than any other, as vessels of large sir, and you will find that the representatives tonnage can clear that port with little or no inother parts of the State; but on the other hand for his accuracy in such matters, will show the have advocated them with zeal and manliness many advantages which ships of large tonnage not for individual enterprise in constructing same port, on a six month's voyage. He sup-

> Captain, \$40 per month, Mate, 30 do. 180 Cook. 20 do. 120 20 Helmsman do. 120 Sailor's, two, 15 do.

Making in all \$840 which deducted from the \$1,000 of freight leaves only \$160 for the entire trip. Take the farger vessel of 1000 tons, which he supposes to carry 10,000 bbls., at 50 cents each, would make \$5,000, which undergoes the same charges of the smaller with the exception of an additional sailor, making \$950, which deducted from \$5,000 leaves \$4,050, showing a decided advantage over the smaller. With such advantages and with such an harbor as Beaufort. how can we fail to give our people the greatest facilities to get to the most desirable markets?

In the next place, sir, direct importation which has so materially benefitted other States, would be almost invaluable to ours. We have all facilities, as we have just shown, which other States have, and in fact greater than the majority, yet so torpid is our condition, we will be utterly impossible to prevent it. But class of Counties long denied the advantages of Carolina, in my opinion, would act judiciously in the investment of \$10,000,000 in a line of steamers to Liverpool to carry on this direct trade. And why do I say this? Because sir, it can be demonstrated beyond doubt by any tionalism can you make it desirable either to is also a work of no small importance, and in that we are losing 25 per cent. on every dollar's worth of merchandize we consume by not importing directly, or, in other words, we pay to and save the 25 per cent. Now, to illustrate this, take your merchant who bays \$100 of goods from New York :

His exchange is 11 per cent, Profits to N. Y. Merchant 25 per ct. 25.00 Insurance If 1,50 1,25 Drayage, 1,25 Wharfage, 3,00

Making in all \$37,50 on every hundred dolhundred miles, for the building of which we ask ouly five bundred thousand dollars more than Wilmington.

North Carolina annually about \$50,000,000.

Now if we save \$25 on every hundred or one